



# The Times

June 2006

A journal of transport timetable history and analysis

52 DOWN										SIMLA TO										KALKA (NARROW-GAUGE)										UP 53
Distance in Kms.	From KLK In between	Height above sea level	EC rake		8 KS	W/C Shuttle I II except Sunday only	2KS	4KS	4KS	6 KS	12KS	Kms. 95.37 (Telegraph post sign run along the track hence not numbered)	Name of station	Max. permissible speed → R.M. 30 Booked speed in KMPH → 2DM 25	* Minimum running time for trains running through			7KS	W/C Shuttle	3 KS	5 KS Dup.	5 KS	1 KS	* 9 KS	11 KS	EC rake	Station Code			
			Rail Motors	Passgr. Trains											Goods Trains	Passgr. I, II	II except Sunday											Mail Cum Rail Motor I	Duplicate Rail Motor to be run as and when required	Express I, II
															30	25	25													
95.57	2.64	2375	8 05	12 40	1610	1430	1625	1655	1730	1800	9.25d	शिमला SIMLA N1 P2 W		27	22½	22½	27	27	22½	22½	27	22½	22½	22½	22½	22½	22½	a	SML	
92.93	3.52	204	8 15	12 51	1620	1439	1633	1703	1739	1809	9.24a 9.39d	समरहिल Summer Hill N1 P2		8	10	10	8 49	8 30	10 40	11 32	12 30	12 18	13 52	15 15	12 17	17 44	1630	d a	SHZ	
89.41	4.77	195	13 02	13 04	1453	1503	1644	1724	1753	1824	09.50a 10.00d	जूठोग Jutogh N1		10½	13	13	8 38	8 36	10 31	11 21	12 12	07 13	13 41	14 59	17 21	17 19	4 KS.	d a	JTO	
84.64	6.83	193	13 21	13 23	1517	1518	1656	1736	1807	1836	10.14a 10.25d 3 KS.	तारा देवी Taradevi N1 P3 R1 W		14½	18	18	8 22	8 20	10 20	11 09	11 11	52 13	13 26	14 44	17 01	16 51	d a	TVI		
77.81	5.58	1830	13 43	13 45	1538	1539	1712	1752	1829	1906	10.48a 11.32d 5 KS	सोहमी Shoghi N1 P3		12½	15	15	8 00	7 58	10 03	10 10	12 KS	53 42	11 27	12 55	14 23	16 26	d a	SGS		
72.23	7.31	1701	14 01	14 03	1555	1556	1725	1805	1846	1917	11.48a 11.50d	कपलीघाट Kathleeghat N1 P3 R2		16	19	19	7 42	7 41	9 50	10 18	11 11	11 12	12 39	14 06	16 00	15 50	2 KS.	d a	KEJ	
64.92	6.68	14	14 24	14 26	1617	1618	1742	1822	1906	1937	12.11a 12.21d	कनौहे Kanoh N1 P3 R1 FEW		15	18	18	7 20	7 18	9 33	10 01	10 10	51 12	17 12	16 13	26 15	19 09	d a	KANO		



**Inside: By narrow gauge to Simla  
Trouble in Paradise  
55 years of South Australian timetables  
A lot of hot air in Devon**

RRP \$2.95  
Incl. GST

# The Times

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## —Contents—

<b>ON THE SIMLA NARROW GAUGE</b>	<b>3</b>
<b>DOWN AT THE EDEN STATION</b>	<b>5</b>
<b>AN EDITORIAL SURVEY OF SOUTH AUSTRALIAN RAILWAYS PUBLIC TIMETABLES</b>	<b>8</b>
<b>TIMETABLE FOR AN ATMOSPHERIC RAILWAY</b>	<b>24</b>

### On the front cover

Looking like a Roman aqueduct, this railway bridge is on the Shimla narrow gauge line in India's north-west. The Working Time Table for this line is reviewed in this issue



In this issue we deal with a timetable for a most unusual railway— one where the driver stayed in the station and drove his train by remote control— sucking it along like a milkshake through a straw. Shown to the left is the railway in question— the South Devon atmospheric railway. The railway became famous later for being one of the most photographed sections of line in the world— every beach-goer had a snap of the trains running along the sea wall. Here we see an early attempt. You can see the pumping station in the right distance.

#### **Contributors** *The Times*

Jim Stokes, Geoff Lambert, Victor Isaacs welcomes articles and letters. Send paper manuscripts or word-processor files on disk or via e-mail to the editor at the address below. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF or TIF format images with at least 300 dpi resolution on disk or via e-mail.

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#### **The Times on-line**

AATTC's home page: <http://www.aatc.org.au> has colour PDF versions of *The Times*

#### **President**

Geoff Lambert

179 Sydney Rd FAIRLIGHT NSW 2094

G.Lambert@unsw.edu.au

(02) 9949 3521

#### **Secretary**

Steven Haby

P O Box 1072 NEWPORT VIC 3015

aatc@telstra.com

#### **Editor, The Times**

Geoff Lambert

#### **Editor, Table Talk**

Steven Haby

#### **Membership Officer**

Dennis McLean

P.O.Box 24 NUNDAH QLD 4012

(07) 3266 8515

#### **Webmaster**

Lourie Smit

lsmit@ozemail.com.au

(02) 9527 6636

#### **Adelaide Convenor**

Roger Wheaton

2C Bakewell Street, TUSMORE SA 5065

(08) 8331 9043

#### **Canberra Convenor**

Ian Cooper

GPO Box 1533 CANBERRA ACT 2601

(02) 6254 2431

#### **Brisbane Convenor**

Brian Webber

8 Coachwood St KEPERA Qld 4054

(07) 3354 2140

#### **Melbourne Convenor**

Stephen Ward

12/1219 Centre Rd SOUTH OAKLEIGH VIC 3167

(03) 9540 0320

#### **Sydney Convenor**

Ian Abottsmith

74 West Street BALGOWLAH NSW 2093

(02) 9948 3324

# On the Simla narrow gauge

**GEOFF LAMBERT** recently stumbled across some railway Working Time Tables from India.

One of the world's biggest railway systems, the Indian Railways is divided into a number of Zonal Railways— since 2003 16, but at the time of the timetable described here, only 9. Like many national railways, these zones reflect railway history in that their borders tend to be those of the pre-Nationalisation railways. There were 42 railways nationalised in 1947, 32 of them owned by the former princely states.

Indian railways have always consisted of a mix of broad (5'6"), metre and narrow (2'0" and 2'6") gauge lines. Many conversions to broad gauge have taken place over the years. At the time of this timetable, the Northern Railway was all broad gauge, except for the Simla line. This was narrow gauge, like the much more famous Darjeeling line, and, like it, wound up into the foothills of the Himalayas.

Each zonal railway is divided into an a number of Divisions— currently a total of

67— and each of these issues its own Working Time Table. There were, at the time reviewed here, 59 Divisions, each with an A5 WTT booklet of about 100 pages. Across the country, the WTT amounts to nearly 7,000 pages— nothing to be sneezed at. About 4,000 copies of each booklet are printed (like some USA lines, the print run is stated on the cover). That's a quarter of a million copies for presumably a quarter of a million employees— some years ago, the Indian Railways was said to employ over a million. New volumes are issued twice per year on October 1 and April 1. The Indian Railways year starts on 1st April, probably a hang over from British practice. There seems to be a certain amount of latitude on the content and layout of each WTT.

Simla (now "Shimla"), was a hill fort and a holiday resort, at an altitude of 2,000 metres, where it occasionally snows. A total of 41 trains per day ran over this 95 km, 2-ft gauge line and it took two tables

and 6 pages to list them. The tables, from the WTT issue of 1st October 1979 are reproduced here. The passenger tables are split into two at the halfway point and each appears in a Read Down/Read Up style.

The passenger service consists of an amazing mixture— *Passenger, Shuttle, Mail, Mail-cum-Railmotor, Duplicate Railmotor, Express and Parcels Mixed Express*. There is not much difference in the running time for these trains— they all seem to average about 22.5 km per hour, a little less than the maximum line speed.

Of the goods trains, some are described as "crack"— a quaint English term meaning "top of the line express". This can hardly really apply to the Simla line, where the transit time can be 7.5 hours and the booked speed is but 12 km per hour.

Note the weird train numbering system, which still persists, despite some attempts at reform.

52 DOWN													SIMLA TO													KALKA (NARROW-GAUGE)													UP 53												
Distance in Kms.		Height above sea level	EC track	8 KS		w/c shuttle		2KS		4KS		6 KS		10 KS		12KS		Kms. 95.57 (Telegraph post down) run along the track hence not numbered		*Minimum running time for trains running through		7KS		w/c Shuttle		3 KS		3 KS Dup.		5 KS		1 KS		* 9 KS		11 KS		EC track		Station Code											
From KLK	In between			Passenger I, II	Shuttle II except Sunday only	Mail I, II	Mail-cum-Rail Motor I	Duplicate Rail Motor to be run at 2 hrs. and 4 hrs. only	Express I, II	Pass. I, II to be run as and when required	P. Mixed Exp.	Max. permissible speed → R.M. 34	Booked speed in KMPH → 2DM 24	Rail Motor	Passenger Trains	Goods Trains	Passenger I, II	II except Sunday	Mail Cum Rail Motor I	Duplicate Rail Motor to be run as and when required	Express I, II	Mail I, II	Pass. I, II To be run as and when required	Parcel Mixed Exp.	Express Shuttle	EC track	Station Code																								
22½	22½	22½	27	27	22½	22	22½	22	22½	22½	22½	27	27	22½	22½	27	27	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½									
95.57	2.64	2375	8 05	12 40	1611	1430	1625	1655	1730	1804	9.25	d	शिमला SIMLA N1 P2 W	6½	8	8	9 10	8 40	11 00	11 45	12 35	14 10	15 25	17 55	1640	a	SML																								
92.93	3.52	2040	8 15	12 49	1620	1439	1633	1703	1739	1809	9.24	a	समरहिल Summer Hill N1 P2	8	10	10	8 51	8 30	10 42	11 32	12 20	13 54	15 11	17 44	1630	d	SHZ																								
89.41	4.77	1951	13 02	13 04	1453	1644	1714	1752	1824	09.50	a	जुतोग Jutogh N1	10½	13	13	8 38	8 36	10 31	11 21	12 07	13 41	14 59	17 21	19	d	JTO																									
84.64	6.83	1930	13 21	13 23	1517	1656	1736	1808	1839	10.14	a	तारा देवी Taradevi N1 P3 R1 W	14½	18	18	8 22	8 20	10 20	11 09	11 52	13 26	14 44	17 01	19	d	TVI																									
77.81	5.58	1832	13 43	13 45	1538	1712	1752	1829	1906	10.48	a	सोहोरो Shoghi N1 P3	12½	15	15	8 00	7 58	10 03	10 53	11 38	12 55	14 22	16 26	16	d	SGS																									
72.23	7.31	1701	14 01	14 03	1555	1725	1805	1846	1917	11.48	a	कथलीघाट Kathleghat N1 P3 R2	16	19	19	7 42	7 41	9 50	10 18	11 11	12 39	14 06	16 00	16	d	KEJ																									
64.92	6.68	1424	14 24	14 26	1617	1742	1822	1906	1937	12.11	a	कनौह Kanoth N1 P3 R1 FEW	15	18	18	7 20	7 18	9 33	10 01	10 51	12 17	13 26	15 19	19	d	KANO																									
58.24	5.54	1647	14 45	14 47	1637	1758	1838	1926	1958	12.47	a	काण्डगाट Kandaghat N1 P2 1W	12½	15	15	6 59	6 57	9 18	9 10	10 46	11 31	12 53	14 05	14 50	14	d	KDZ																								
52.70	1433	15 03	15 05	1654	1811	1851	1942	2014	2024	13.23	a	सलोगरा Salogra N1 P3 R1	5½	7	7	6 41	6 40	9 06	9 34	10 16	11 36	12 46	14 08	14	d	SLR																									
50.29	2.41	15 13	15 15	1703	1817	1857	1949	2024	2033	13.40	a	सोलन ब्रवरी Solon Brewery N1 P3 R1	9½	11	11	6 32	6 30	8 59	9 27	10 08	11 27	12 37	14 35	15	d	SBY																									
46.10	4.19	1509	15 28	15 33	1717	1827	1907	2001	2037	14.03	a	सोलन Solon N1 P3 R1	9	11	11	6 17	6 12	8 47	9 12	9 54	11 13	12 23	14 32	14	d	SOL																									
42.14	3.96	1479	15 45	16 00	1734	1844	1924	2018	2054	14.20	a	बारोग Barog N2 R2 RW	8	10	10	6 00	5 45	8 35	9 00	9 37	10 56	12 06	13 10	10	d	BO#																									

MAIN LINE (Goods Trains)  
SIMLA TO KALKA (NARROW GAUGE)

137

Diesel Trains will run at the booked speed of 20 KMPH and 10' loco requirement time provided at BOF only. Running Time 5' 12" 1' stopping time will not be provided for DN. Diesel Trains at any Station.

Name of Station	Rail Motors	Passenger Trains Through	Minimum running time for trains running through			D-94			D-106	
			Through Goods	Through Goods	Through Goods	Through Goods	Through Goods	Through Goods	Through Goods	Through Goods
Max. permissible speed			15/25	15/25						
Booked speed					12/7	12/7	12/7	12/7	12/7	
SIMLA N1 P2 FW	6-1/2	8	8							
Summer Hill N1 P2	8	10	10							
Jutogh N1	10-1/2	13	13							
Taradevi N1 P3 R1	14-1/2	18	18							
Shoghi N1 P3	12-1/2	15	15							
Kathleeghat N1 P3 R2	16	19	19							
Kanoh N1 P3 R1W	15	18	18							
Kandaghat N1 P2	12-1/2	15	15							
Salogra N1 P3 L1	5-1	7	7							
Solan Brewery N1 P3 R1	9	11	11							
Solan N1 OR1	9-1/2	11	11							
Barog N1 P2 R2 FW	8	10	10							
Kumarhatti N1 P2 R1	12-1/2	15	15							
Dharampur Punjab N1 P2 R1	14	17	17							
Sonwara N1 P3 R1 WG	12	14	14							
Jabli N1 P3 R1 W	15	18	18							
Koti N1 P3 R1 (W)	12-1/2	15	15							
Gumman R1 (Miles 4.49)	10-1/2	13	13							
Taksal	12-1/2	15	15							
KALKA N1 P3 FW										
Hours on Road				7:15	7:25	6:10	6:35	5:45	6:45	

D-139

138

MAIN LINE (Goods Trains)  
KALKA TO SIMLA (NARROW GAUGE)

Diesel Engine will run at the booked speed of 20 KMPH and 10' loco requirement time provided at BOF only. Running Time 5'-18".

Name of Station	Rail Motors	Passenger Train	Minimum running time for trains running through	1st UCS		3rd UCS		5th UCS		7th UCS		9th UCS		D-55
				Through Goods	Through Goods	Through Goods	Through Goods	Through Goods	Through Goods	Through Goods	Through Goods			
Max. permissible speed			19/30	15/25										
Booked speed					12/7	12/7	12/7	12/7	12/7	12/7	12/7	12/7	12/7	
KALKA N1 P2 FW	12 1/2	15	20	4:30	12:00	14:00	16:00	18:00	20:00	22:00	24:00	26:00	28:00	10
Taksal N1 P3 R1 (mile 4.49)	13 1/2	15	25	4:50	12:20	14:20	16:20	18:20	20:20	22:20	24:20	26:20	28:20	30
Gumman N1 P3 R1	14	15	23	5:05	12:35	14:35	16:35	18:35	20:35	22:35	24:35	26:35	28:35	45
Koti N1 P3 R1 (W)	14 1/2	15	23	5:22	12:52	14:52	16:52	18:52	20:52	22:52	24:52	26:52	28:52	0:05
Jabli N1 P3 RW	15	14	21	5:39	13:09	15:09	17:09	19:09	21:09	23:09	25:09	27:09	29:09	0:20
Sonwara N1 P3 R1 Wg	14	17	26	5:58	13:28	15:28	17:28	19:28	21:28	23:28	25:28	27:28	29:28	0:28
Dharampur H.P. N1 P2 R1	12 1/2	15	22	6:20	13:50	15:50	17:50	19:50	21:50	23:50	25:50	27:50	29:50	0:57
Kumarhatti N1 P3 R1	8	10	16	6:41	14:11	16:11	18:11	20:11	22:11	24:11	26:11	28:11	30:11	1:17
Barog N1 P2 P2 FW	9	11	15	7:05	14:35	16:35	18:35	20:35	22:35	24:35	26:35	28:35	30:35	1:40
Solan N1 P3 R1	9 1/2	11	15	7:19	14:49	16:49	18:49	20:49	22:49	24:49	26:49	28:49	30:49	2:00
Solan Brewery N1 P3 R1	9 1/2	11	15	7:35	15:05	17:05	19:05	21:05	23:05	25:05	27:05	29:05	31:05	2:58
Salogra N1 P3 R1	5	7	12	7:55	15:25	17:25	19:25	21:25	23:25	25:25	27:25	29:25	31:25	3:55
Kandaghat N1 P2 R1W	12 1/2	18	12	8:15	15:45	17:45	19:45	21:45	23:45	25:45	27:45	29:45	31:45	3:32
Kanoh N1 P3 R1 (W)	15	18	27	8:35	16:05	18:05	20:05	22:05	24:05	26:05	28:05	30:05	32:05	4:42
Kathleeghat N1 P3 R2	16	19	21	8:55	16:25	18:25	20:25	22:25	24:25	26:25	28:25	30:25	32:25	5:00
Shoghi N1 P3 R1	12 1/2	15	23	9:15	16:45	18:45	20:45	22:45	24:45	26:45	28:45	30:45	32:45	6:18
Taradevi N1 P3 R1 W	14 1/2	18	25	9:35	17:05	19:05	21:05	23:05	25:05	27:05	29:05	31:05	33:05	7:35
Jutogh N1 P3 R1	10 1/2	13	29	9:55	17:25	19:25	21:25	23:25	25:25	27:25	29:25	31:25	33:25	8:54
Summer Hill N1 P2	8	10	15	10:15	17:45	19:45	21:45	23:45	25:45	27:45	29:45	31:45	33:45	10:07
SIMLA N1 P2 PW	6 1/2	8	10	10:35	18:05	20:05	22:05	24:05	26:05	28:05	30:05	32:05	34:05	11:25
Hours on Road	5:20	5:45	5:40	6:00	7:40	8:30	7:30	5:40	6:15					

DLI-138



## Down at the Eden station

*How the station master fell from grace and what the serpents and the apples had to do with it. A parable from the pen of JIM STOKES.*

The TGR line from Strahan Wharf to Zeehan was opened on 4 February 1892. To support the initial service of two Mixed trains in each direction a crossing station was established 17 miles 50 chains north of Strahan Wharf in the valley of the Badger River. The Minister for Lands approved a suggestion by the Resident Engineer that the station be given the Aboriginal name *Kolbah*, which was stated to mean 'Badger River near' (badger being the local name for wombat). However the TGR decided instead to call the station *Eden*, a choice that may have had at least a tinge of irony.

Eden was the most remote attended station on the TGR, being situated in a virtually uninhabited area of button grass moorland, forest and quartzite ridges. [A timetable of July 1892, from the local paper, on our page 6, shows that trains crossed at Eden twice per day—Ed]. This led to unusual safeworking problems. The Launceston Examiner reported on 22 March 1892 that the northbound Mixed had been delayed for an hour at Eden the previous morning because the stationmaster had gone for a walk in the bush the day before and got lost. A search party was dispatched. However Eden's period as an

attended station was a short one, the Examiner reporting on 31 August 1892 that the Mixed train service would be reduced to once daily because of the prevailing recession. The second service was restored on Mondays and Saturdays in 1894 and on the remaining weekdays in 1897, but trains were scheduled to avoid crossings at intermediate stations. Eden remained in intermittent use as a goods siding until the late 1930s, mainly for firewood and timber. It last appeared in the working timetable in 1945 and the public timetable in 1948.

In Biblical terms Eden was adequately provided with serpents (in the local form of tiger snakes), but apples were scarce. This prompted somebody with a typically West Coast sense of humour to plant an apple tree there. The Hobart Mercury of 31 March 1909 reported as follows:

*'By yesterday's mail from the West Coast, Mr J.J. Macdonald, Superintendent of Railway Telegraphs, was the recipient of one of the first fruits of an apple tree, which was planted some years ago in the wild button-grass plains at Eden, on the Strahan – Zeehan railway route. The tree bore two apples this season, one of which is the subject of this paragraph, and which*



*can be viewed at this office.'*

The railway formation at Eden disappeared under the new Strahan – Zeehan main road in the 1980s, but the station site is still marked by the row of radiata pine trees planted in the early days and there might yet be a descendant of the original apple tree lurking in the undergrowth.



*Photographs of Eden are rare. This is at Koyule, a few miles down the line, but conveys the feel of the Eden landscape quite well. There appear to be no apple trees.*

<u>Strahan Wharf to Zeehan</u>			
Station		Weekdays	
		A.M.	P.M.
Strahan Wharf	Depart	8-30	4-10
West Strahan	Arrive	8-36	4-18
"	Depart	8-40	4-20
Henty		9-17	4-57
Mallana		9-24	5-04
Eden		9-49	5-29
Oceana Junction	Arrive	10-14	5-57
"	Depart	10-20	6-00
Zeehan	Arrive	10-40	6-20

<u>Zeehan to Strahan Wharf</u>			
Zeehan	Depart	9-00	4-40
Oceana Junction	Arrive	9-16	4-56
"	Depart	9-21	5-01
Eden		9-50	5-30
Mallana		10-08	5-48
Henty		10-15	5-55
West Strahan	Arrive	10-50	6-30
"	Depart	10-52	6-32
Strahan Wharf	Arrive	11-00	6-40



1210

PRIVATE. 1000 | 7 | 93

TASMANIAN GOVERNMENT RAILWAYS.

**WORKING TIME TABLE**

PASSENGER AND GOODS TRAFFIC.

FOR THE GUIDANCE AND EXCLUSIVE USE OF OFFICERS AND SERVANTS.

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To be Observed on and after  
**THE 1st JULY, 1893.**  
And until further notice.

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Station Masters, Locomotive Foremen, Inspectors of Permanent Way, and all officials in immediate charge are responsible for supplying all Servants under their charge with a copy of the Book of Rules and Regulations, and current Time Table.

Every Officer and Servant of the Department must make himself conversant with the Time Table, in order that he may be thoroughly acquainted with any alterations that may have been made.

All Working Time Tables prior to this date are now cancelled.

All Servants of the Department are invited to point out any Errors in Print which may have escaped notice.

TASMANIA:  
Gulder, Rowles & Co., Printers, 127-129, Street, Hobart, and at Zeehan.

27

**STRAHAN-ZEEHAN LINE.**

L. SECTION.

MILEAGE				DOWN.	2	P.M.
From.		Between Stations.				
Miles.	Chains.	Miles.	Chains.			
...	...	...	...	Strahan Wharf†	Depart	3 30
1	0	1	0	West Strahan (CW)†	Arrive	3 35
				ditto	Depart	3 40
11	10	10	10	Henty*		4 15
12	60	1	50	Mallana*		4 22
17	50	4	70	Eden*	Arrive	4 40
				ditto	Depart	4 42
24	66	7	16	Oceana Junction (W)†	Arrive	5 7
				ditto	Depart	5 13
26	43	1	57	Austral Siding		
27	35		72	Silver Bell Siding		
28	30		75	Zeehan†	Arrive	5 30

MILEAGE.				UP.	1	A.M.
From.		Between Stations.				
Miles.	Chains.	Miles.	Chains.			
...	...	...	...	Zeehan†	Depart	9 45
1	75		75	Silver Bell Siding		
1	67		72	Austral Siding		
3	44	1	37	Oceana Junction (W)†	Arrive	10 1
				ditto	Depart	10 6
10	60	7	16	Eden*	Arrive	10 33
				ditto	Depart	10 35
15	50	4	70	Mallana*		10 53
17	29	1	50	Henty*		11 0
27	30	10	10	West Strahan (CW)†	Arrive	11 35
				ditto	Depart	11 37
28	30	1	0	Strahan Wharf†	Arrive	11 45

PRIVATE.

1844  $\frac{1}{4}$

GOVERNMENT RAILWAYS OF TASMANIA.



Working Time Table

FOR

Passenger, Mixed, and Goods Trains and Motors over all Lines

FOR THE GUIDANCE AND EXCLUSIVE USE OF OFFICERS AND SERVANTS.

OPERATING FROM 12.1 A.M.

Monday, 6th August, 1945

AND UNTIL FURTHER NOTICE

Station Masters, Locomotive Foremen, Inspectors of Permanent Way, and all officials in immediate charge are responsible for supplying all employees under their charge with a copy of the Book of Rules and Regulations, current Time Table, and Appendix to Working Time Table.

Every Officer and Employee of the Department must make himself conversant with the Time Table, in order that he may be thoroughly acquainted with any alterations that may have been made.

All Working Time Tables prior to this date are cancelled, and are to be destroyed (covers excepted).

TASMANIA:

H. H. FIMBLETT, GOVERNMENT PRINTER, HOBART

18671

1945



STRAHAN-ZEEHAN LINE.

MILEAGE	DOWN	Mon., Wed., Fri.		MILEAGE	UP	Mon., Wed., Fri.	
		2	4			1	3
From Regatta Point.	STATIONS.	Goods.	Empty.	From Zeehan.	STATIONS.	Empty.	Goods.
		A.M.	P.M.			A.M.	P.M.
...	Regatta Point † ...	10 35	3 55	...	Zeehan † (CW) ...	...	1 30
...	Bantick's Siding ...	...	...	1	Silver Bell Jun.† ...	...	...
...	Grining's Siding ...	...	...	...	Ditto ...	...	...
1	Strahan Wharf† ...	10 40	4 0	1 1/2	Smelters ...	...	...
...	Ditto ...	10 43	4 5	1 1/2	Austral Siding ...	...	...
1 1/2	Pine Export Co. Sd. ...	...	...	1 1/2	Oceans (W) ...	...	...
3	W. Strahan† (CW) ...	10 48	4 10	10 1/2	Eden ...	...	...
...	Ditto ...	10 50	...	11 1/2	Blacklow ...	...	...
3	Stella ...	...	...	12 1/2	Firewood ...	...	...
4 1/2	Bellinger ...	...	...	15 1/2	Fowler's Siding ...	...	...
8	Beach Road ...	...	...	18 1/2	Koyule ...	...	...
13	Koyule ...	...	...	21 1/2	Beach Road ...	...	...
18 1/2	Fowler's Siding ...	...	...	24 1/2	Bellinger ...	...	...
10 1/2	Firewood ...	...	...	26 1/2	Stella ...	...	...
17 1/2	Blacklow ...	...	...	27 1/2	W. Strahan† (CW) ...	...	...
18 1/2	Eden ...	a p.m.	...	...	Ditto ...	10 5	3 18
25 1/2	Oceans (W) ...	...	...	27 1/2	Pine Export Co. Sd. ...	...	...
27 1/2	Austral Siding ...	...	...	28 1/2	Strahan Wharf† ...	10 10	3 22
28 1/2	Silver Bell Jun.† ...	...	...	...	Ditto ...	10 15	3 32
...	Ditto ...	...	...	28 1/2	Grining's Siding ...	...	...
29 1/2	Smelters ...	...	...	29	Bantick's Siding ...	...	...
29 1/2	Zeehan† (CW) ...	12 40	...	29 1/2	Regatta Point† ...	10 20	3 38

NOTE.—If engine of No. 1 train is required at Strahan Wharf for additional shunting, D.P. Strahan Wharf will arrange. Guard attends to Staff working at West Strahan and Silver Bell Junction. Shunting engine works between Zeehan and Smelters as required by D.S.M. Zeehan.

MOUNT LYELL MINING AND RAILWAY CO. LTD.

	Week Days.		Week Days.
Queensdown ...	A.M. 7 45	Regatta Point ...	P.M. 4 30
Regatta Point ...	9 45	Queensdown ...	6 45

Goods trains run each day as required.

# An editorial survey of South Australian Railways public timetables 1923 – 1977

**VICTOR ISAACS** presents a review of SAR public timetables. In the next issue is another SAR timetable review—this time of WTTs by David Parsons.

**T**his article surveys the publishing style of the Public Timetables of the former South Australian Railways.

1923 is the earliest SAR Public Timetable I have sighted. The May 1923 and December 1923 editions are respectively marked 7th and 8th editions. Apparently SAR PTTs were numbered from 1 until they reached 100 in the early 1920s, and then started again from 1. The timetables were British-style books of just over 200 small pages, 185 mm by 120 mm. The order of the contents was general information, suburban services, country, then connecting road, and river and coastal steamer services. These timetable books indicated what type of train provided each country service: Passenger, Mixed or (rarely) Goods train with carriage attached.

The only significant interstate service the SAR was involved with, to Melbourne, appears immediately after the Southern line table. Then other interstate tables, Rockhampton-Brisbane-Sydney-Melbourne-Adelaide-Broken Hill and Melbourne-Adelaide-Perth, follow. Minor interstate services: to Heywood and Ouyen appeared in the appropriate part of the country service. Following the Broken Hill line table, there was a table for Broken Hill –Menindie (sic). The Great Northern Line to Oodnadatta (one train a fortnight beyond Marree!) appeared with no indication that it was not owned by the SAR (although it was still operated by the SAR). This publication included such delicious exotica is the horse tramways at Victor Harbour (note: then spelt with a ‘u’), Gawler Station-Gawler Town, East Moonta-Moonta-Moonta Bay, Moonta-Hamley Flat and Port Broughton-Mundoora (one tram a day). There were many advertisements. As I only have scrappy photocopies, I do not know if there was a map or not.

Probably in 1924, the style of SAR PTTs completely changed. The edition of November 1926 (marked 4th edition) was an American style folder. The pages were now 210 by 210 mm. The colour cover on quality paper showed a picture of an impressive steam locomotive thundering through the countryside. The change in style was, no doubt, due to the influence of then Commissioner W.A. Webb. He was then in the middle of his ultimately futile struggle to drag the SAR out of the 1860s

into something resembling an efficient system, including the introduction of American methods.

The Port Broughton-Mundoora horse tramway no longer appeared (although it still had a table number marked on the map). Nor did the Victor Harbour tramway (although it was still operating). Indeed the train service to Victor Harbour was now overshadowed in the book by the SAR’s Road Motor service. In a retrograde step, the type of train was no longer indicated, with the exception of those trains operated by “Motor”. The Moonta and Gawler horse tramways were grouped together at the back of the book, following the interstate services.

Also now missing were mileages from Adelaide. There were two maps: suburban and country. The Willunga line (beyond Marino Rocks) appeared in both the suburban and country sections.

The difficult-to-read “Read Across” style for suburban timetables was introduced.

The next Public Timetable I am able to refer to is that of May 1935 (25th edition). Perhaps as a result of the depression, the paper quality was not as good. The predominantly green cover had a photograph of a 500 class locomotive in an “as built” condition. All horse tramways had now disappeared. This book included tables for some unlikely journeys in the mid-north, where the SAR had a network of interconnecting lines. An extreme example is Moonta to Broken Hill. Actually this was two tables, offering a choice of travel via Balaklava and Hamley Bridge, or via Brinkworth and Gladstone! (This is probably a reflection of the former importance of the Moonta area for mining.) Mileages make a welcome reappearance in this book.

This book includes what must be the worst, most difficult-to-read timetable ever inflicted upon the Australian public. This is of SAR’s South line, that is, every passenger train that moved over that line, whether it is only for the 3 miles to Goodwood (before turning off to the Marino line) or the 198 miles to Serviceton, or indeed the 483 miles to Melbourne. Then, just to make sure the table is incomprehensible, the trains are all jumbled up together in the American style: “Daily” (which did not mean daily at all, but meant Monday to

Saturdays), Monday to Fridays, Saturdays only or Sundays only. Similar nonsense is provided for the North line table, with all trains whether a suburban train going six miles to Dry Creek or a country train 154 miles to Peterborough together, and all days together.

The Great Northern Line (no longer designated as such) now extended to Alice Springs (still only once a fortnight) and was now indicated as a Commonwealth line.

A nice, quaint touch in this edition, and subsequently to the 1973 edition is a hole drilled in the top left-hand corner, so the timetable could be strung up.

A 1936 edition is basically similar, except that the front cover illustration has reverted to a drawing rather than a photograph.

The SAR issued separate small metropolitan and country public timetable booklets between the late 1930s and 1951. At first these were issued concurrently with the large editions.

The SAR also published small card timetables for individual stations in the Adelaide suburban area. It is believed that these were a post WWII initiative and they lasted until 1971. From 1972, free sheet timetables for each suburban line were printed. These are the predecessors of the free line timetables now issued by Trans-Adelaide.

The Public Timetable of 7 June 1953 was the first complete issue after the War. Its cover illustration was a line drawing of SAR’s new 900 class mainline Diesel-Electric locomotives.

The PTT of 30 May 1954 had a large page size, 215 mm by 245 mm. The edition number was no longer given. The attractive colour cover had a drawing of no. 900 “Lady Norrie” and another 900 class locomotive speeding the Overland across the plains.

This was the first timetable following the conversion of the Naracoorte-Mount Gambier line from narrow to broad gauge, and times there were “subject to alteration”.

This style of timetable book was maintained in subsequent editions. In 1954, 1958, 1963, 1965, 1967, 1969, 1971 and 1973 Lady Norrie graced the front cover. She gave way to an attractive photograph



of Bluebird Rail Cars in the Adelaide Hills in the 1956, 1957, 1960, 1962, 1964 1966 1968, 1970 and 1972 editions. This photograph kept reappearing despite the fact that is depicted a mistake – the Rail Cars are displaying a North line rather than a South line destination plate.

A most peculiar feature was introduced in the edition of 20 July 1969. The timetable now included an insert on pink paper entitled "Goods Section". This mainly comprised a lengthy list of "Nominated Loading Days". One wonders what the passengers to say, suburban Brighton, made of this information. Were they fascinated to discover, for example, that the station brand for Galga was GAL, and goods for Galga could be loaded at Mile End on Tuesday, Thursday and Friday, but only on Monday and Thursday at Port Adelaide, and in particular, that freight had to be stowed on the East side of the wagon? There were also stations lists for the Eyre Peninsula, Central Australian and Trans Australian Railways, but these only gave the station brands. Finally there was a list of non-railway towns in SA with their nearest station (but not distances from the stations). The Goods Section remained in the 1970, 1971, 1972 and 1973 editions.

The transcontinental "Indian Pacific" and the short-lived standard gauge Peterborough to Broken Hill local passenger service commenced in January 1970 but were not shown until the next issue of a PTT of 5

July 1970.

The edition of 1 July 1973 introduced the public to CR's short-lived passenger service to Whyalla. In this edition mileages were replaced by kilometres.

A radical change occurred for SAR's 30 June 1974 Public Timetable. The publication now went to a small page size: 150 mm by 210 mm. The format of the suburban timetables went to a more conventional and easier-to-read column format. By 1974 there were few country lines left in SA with passenger services, but the addition of general information and SAR advertisements meant this section was still half of the book. Part of this section comprised the Commonwealth Railways' local services within SA.

Alas, Lady Norrie no longer graced the front cover, displaced by two 930 class on the Overland approaching Adelaide station, with Bluebirds and Red Hens in the background. There were three maps in the centre of the book: suburban, northern country and southern country.

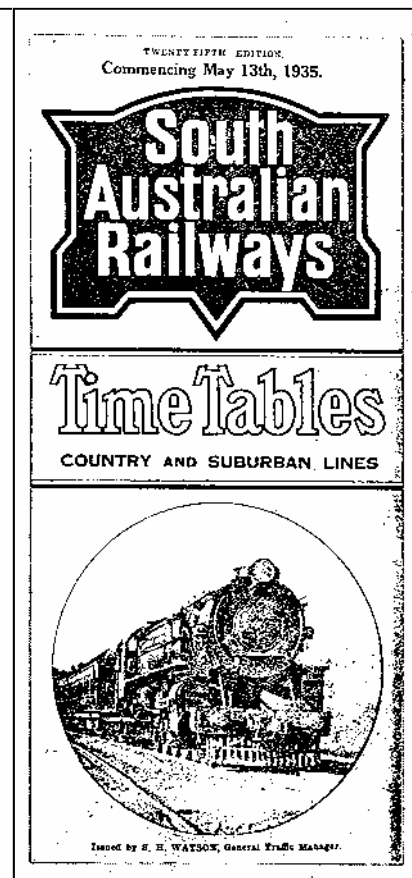
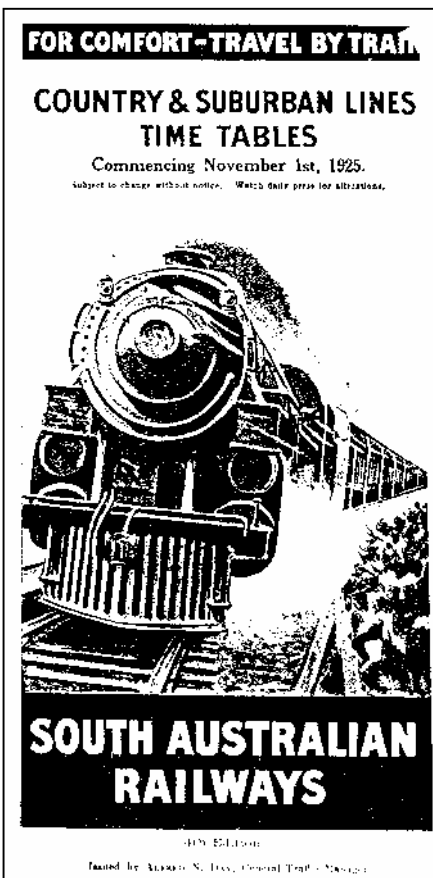
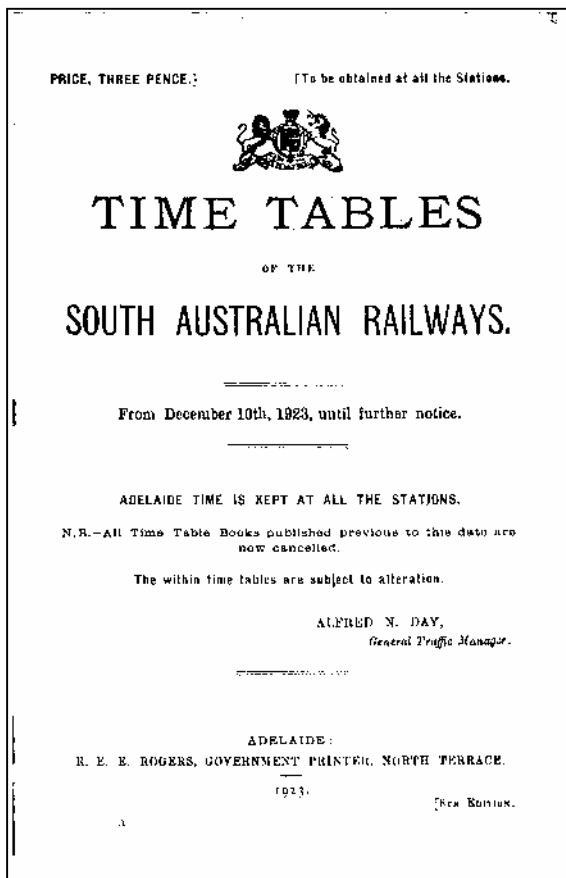
The 27 July 1975 edition was similar, except that the front cover photograph was two 930 class on the Murray River bridge hauling, of course, the Overland. To pedants (like me), in this edition Victor Harbor finally lost its 'u'.

The Public Timetable of 25 July 1976 brought more important changes. The

South Australian Railways were no more. Country lines had now been taken over by the Federal Government. However they were not yet integrated with the Commonwealth Railways. For two halcyon years, SA still operated these lines as if nothing had happened, while the Feds picked up the large deficit. The Public Timetable book therefore was now headed "South Australia State Transport Authority – Rail Division". Contrary to what one might expect, the arrangement was now reversed: country services occupied the first half of the book and suburban services the back half. The centre country maps were replaced by fold-out maps at the back of the book. The front cover photograph reverted to the two 930s on the Overland approaching Adelaide. The book included two pages devoted to advertising the Australian Railway Historical Society, SA Division, and one page for the Pichi Richi Railway – so there were lots of pictures of puffers. The front cover photograph reverted to the "Overland" departing Adelaide.

The final edition was dated 10 July 1977 and also headed "South Australia State Transport Authority – Rail Division". The front cover photo was now of Bluebirds in the Adelaide Hills. The only country passenger trains surviving on former SAR lines were to Broken Hill, Port Pirie, Gladstone, Peterborough, Mount Gambier, Kingston and Victor Harbor – but even

(Continued on page 22)



# South Australian Railways



## METROPOLITAN AND COUNTRY TIME AND FARE TABLES

From  
30th MAY, 1954, until Further Notice

Price: One Shilling

F. B. HARVEY, General Traffic Manager

# South Australian Railways



## METROPOLITAN AND COUNTRY TIME AND FARE TABLES

From  
28th JUNE, 1964, until Further Notice

Price: One Shilling

T. S. ROGERS, General Traffic Manager

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# South Australian Railways



## TIME TABLES

INCLUDING FARES, PARCELS RATES  
AND GENERAL INFORMATION

From 30th June, 1974 until further notice

Price 10c

P. E. SHEARER  
Acting General Traffic Manager

# South Australian Railways



## TIME TABLES

INCLUDING FARES, PARCELS RATES  
AND GENERAL INFORMATION

From 27th July, 1975 until further notice

25c

P. E. SHEARER  
Acting General Traffic Manager

South Australia  
State Transport Authority—  
Rail Division



**TIME TABLES**

INCLUDING FARES, PARCELS RATES  
AND GENERAL INFORMATION

From 25th July, 1976 until further notice

P. E. SHEARER  
Acting General Traffic Manager

25c

South Australia  
State Transport Authority—  
Rail Division



**TIME TABLES**

INCLUDING FARES, PARCELS RATES  
AND GENERAL INFORMATION

From 10th July, 1977 until further notice

Price: 25 cents  
P. E. SHEARER  
General Traffic Manager

**GENERAL EXCURSION ARRANGEMENTS**

**Metropolitan Lines.**

**SATURDAY EXCURSIONS.**

On each Saturday throughout the year the Suburban Excursion Tickets are issued to and from all booking stations distant not more than 16 miles from Adelaide on the undermentioned metropolitan lines, except on Morphettville and Cheltenham race days as below. They will not be issued for, nor honored by, through country trains, only by the suburban service of trains—

- (a) Adelaide, Semaphore, and Outer Harbour line.
- (b) Adelaide and Henley Beach line.
- (c) Adelaide and Glenelg line.
- (d) Adelaide and Northfield line.
- (e) Adelaide, Brighton, and Marino Rocks line.
- (f) Adelaide and Sleepy's Hill line.

These tickets are available each way on the day of issue only, and the journey cannot be broken with them either way without surrendering that portion of ticket upon which the journey is broken.

**MORPHETTVILLE AND CHELTENHAM RACE DAYS.**

On Morphettville Race Days the SUBURBAN EXCURSION TICKETS ARE NOT ISSUED to McDonalds, St. Leonards, or Glenelg, from Adelaide between the hours of 12.0 noon and 1.10 p.m., NOR WILL THEY BE RECOGNISED ON ANY TRAIN leaving Adelaide between those hours. The issue of the excursion tickets will be resumed by the 1.20 p.m. train from South Terrace and 1.15 p.m. from North Terrace.

On Cheltenham Race Days the SUBURBAN EXCURSION TICKETS ARE NOT ISSUED from Adelaide or any Port line station to any station involving a journey through Cheltenham, between the hours of 12.0 noon and 1.6 p.m.; NOR WILL THEY BE RECOGNISED ON ANY TRAIN leaving Adelaide or Port Adelaide between those hours. The issue of the excursion tickets will be resumed by the trains leaving Adelaide for Semaphore and Largs at 1.7 p.m.; for Outer Harbour at 1.35 p.m.; Largs for Adelaide at 1.15 p.m.; Semaphore for Adelaide at 1.20 p.m.; Port Adelaide for Adelaide at 1.15 p.m.; and Outer Harbour for Adelaide at 1.30 p.m.

**Metropolitan Lines—continued.**

**SUMMER SEASIDE EXCURSIONS.**

From November to April inclusive the Suburban Excursion Tickets are issued on Mondays, Tuesdays, Thursdays, and Fridays, by trains timed to leave Adelaide between 6 p.m. and 9.35 p.m. inclusive; and on Wednesdays, by all trains timed to leave Adelaide up to 9.35 p.m. inclusive to the undermentioned stations—

- (a) To Port Adelaide, Semaphore, Largs, Outer Harbour, Grange, Marlborough Street, Kirkcaldy, and Henley Beach, from Adelaide and certain Port line issuing stations.
- (b) To Glenelg from Adelaide (North and South Terraces).
- (c) To Hove, Brighton, Seacliff, Marino, and Marino Rocks, from Adelaide and certain Brighton line stations.

These tickets are available each way on the day of issue only, and the journey cannot be broken either way without surrendering that portion of the ticket on which the journey is broken.

They are not available on the forward journey after the last train above specified for issuing.

**NATIONAL PARK, BELAIR.**

A SPECIAL PICNIC TRAIN for SCHOOLS and LARGE PARTIES LEAVES ADELAIDE for BELAIR at 10.0 a.m. on SATURDAYS during SUMMER, according to the requirements of traffic, at SUBURBAN EXCURSION FARES.

The Superintendent, Adelaide, should be given at least three days' notice when large parties intend travelling. Should the bookings be heavy, additional trains are provided at suitable times.

A guaranteed Special Train can be arranged at low fares.

**SOUTH COAST SATURDAY EXPRESS.**

During the summer a Special Express leaves Adelaide at 4.0 p.m. each Saturday, reaching Victor Harbour at 8.32 p.m., returning the following Monday (public holidays excepted), leaving Victor Harbour at 7.6 a.m., and arriving at the City at 10.38 a.m.. This Special only stops at Mount Barker, Strathalbyn, Finnis, Geolwa, Middleton, and Port Elliot.

10-Dec-1923

WOSELEY AND MOUNT GAMBIER.

		UP.			
Miles.	Stations.	Pass.		GOODS. MIXED. MIXED.	
		Daily.	PH. only.	Mon.	Wed. and Fri.
		a.m.	p.m.	a.m.	p.m.
—	MT. GAMBIER .....	7 35	2 22	6 50	6 50
3 1/2	Mitchella .....	↑	↑	↑	↑
3 3/4	Wandilo .....	8 0	3 5	7 27	7 27
12 1/2	Suttons .....	↑	↑	↑	↑
16 1/2	Wepar .....	↑	↑	↑	↑
20	Kalangadoo .....	8 35	4 5	8 6	8 6
26 1/2	Krongart .....	↑	↑	↑	↑
34 1/2	Powrie .....	9 14	5 0	8 53	8 53
40 1/2	Coonawarra .....	9 29	5 25	9 16	9 16
45 1/2	Glenroy .....	9 44	5 48	9 30	9 30
54	Struan .....	10 1	6 38	10 10	10 10
65	Naracoorte .....	10 26	7 15	10 41	10 41
	Naracoorte .....	10 46	7 49	11 10	11 10
72	Hysam .....	11 8	8 15	11 43	11 43
	" .....			a.m.	a.m.
77 1/2	Kyhybolite .....	11 24	8 40	12 5	12 5
83 1/2	Binnam .....	11 40	9 5	12 27	12 27
89	Frances .....	12 0	9 40	12 55	12 55
99 1/2	Bangham .....	↑	↑	↑	↑
	" .....			p.m.	
103 1/2	Custom .....	12 49	10 40	2 0	2 11
113 1/2	WOLSELEY .....	1 4	11 0	2 20	2 20
	" .....	1 32	—	3 25	2 59
305	ADELAIDE .....	9 12	—	10 38	9 55

Passengers change trains at Woseley.  
 \* Express. † Stops only when required.  
 † A carriage will be attached to this train.  
 Sleeping car on this train from Mount Gambier to Woseley.  
 Berth fee, 10s.  
 REFRESHMENT STATIONS—ADELAIDE, WOLSELEY, AND NARACOORTE.

10-Dec-1923

NARACOORTE AND KINGSTON.

DOWN.			UP.		
Mondays, Wednesdays, and Fridays only.			Mondays, Wednesdays, and Fridays only.		
Miles.	Stations.	Mixed a.m. p.m.	Miles.	Stations.	Mixed a.m. p.m.
—	ADELAIDE .. dep.	7 35	—	KINGSTON .. dep.	7 15
	" ..	11 1/2		Ready Creek ..	7 53
—	NARACOORTE arr.	5 51	20	Bull Island ..	8 26
	" ..	6 20		Avenue ..	8 40
7 1/2	Stewart ..	6 47	3 1/2	Lucindale ..	9 14
21	Lucindale ..	7 36	4 1/2	Stewart ..	9 58
29 1/2	Avenue ..	8 4	5 1/2	NARACOORTE arr.	10 20
32 1/2	Bull Island ..	8 22	—	" .. dep.	10 46
40 1/2	Ready Creek ..	8 52		" ..	p.m.
52 1/2	KINGSTON .. arr.	9 26	29 1/2	ADELAIDE .. arr.	9 12

Kingston line passengers to or from stations north or south of Naracoorte change trains at Naracoorte.  
 REFRESHMENT STATION—NARACOORTE.

**"HELP THE BLIND TO HELP THEMSELVES,"**  
 And purchase "RENOWN" Brand  
**BRUSHWARE and SEAGRASS FURNITURE.**  
 Also Manufacturers of  
**BASKETS, MATS, COCOANUT MATTING, and MATTRESSES.**  
 PIANOS TUNED.

ROYAL INSTITUTION FOR THE BLIND  
 NORTH ADELAIDE. (INC.)

MORGAN LINE.

UP—WEEK DAYS ONLY.			
Miles.	Stations.	Pass. Daily.	
		a.m.	p.m.
—	MORGAN .....	—	2 0
6	Eba .....	—	2 16
14 1/2	Mount Mary .....	—	2 36
19 1/2	Howes .....	—	2 51
27 1/2	Sutherlands .....	—	3 11
30 1/2	Deep Creek .....	—	↑
36	Eudunda .....	—	3 34
	" .....	5 50	3 40
39 1/2	Hampden .....	6 4	3 48
46 1/2	Hansborough .....	6 21	4 4
51 1/2	Hagot's Well .....	6 37	4 16
56 1/2	Kapunda .....	6 53	4 31
	" .....	7 0	4 41
61	Fords .....	7 11	4 52
67 1/2	Freeling .....	7 28	5 8
74 1/2	Roseworthy .....	7 40	5 20
	" .....	7 42	5 21
104 1/2	ADELAIDE .....	8 55	6 40

Arrives Adelaide at Platform No. 12 11  
 † Stop only if required. ‡ See footnote, page 165.  
 REFRESHMENT STATIONS—ADELAIDE AND KAPUNDA.

Remember that courtesy begets courtesy. If a passenger has any complaint to make, see the officer in charge of the station or the guard of the train immediately.

10-Dec-1923

RIVERTON, CLARE, AND SPALDING.

DOWN.		
Miles.	Stations.	Pass. Daily.
—	ADELAIDE .....	dep. 7 16
83	Riverton .....	arr. 9 52
	" .....	Mixed. 10 10
67 1/2	Rhyvie .....	dep. 10 22
72	Undalya .....	" 10 30
76 1/2	Auburn .....	" 10 47
81 1/2	Waterfalls .....	" 11 6
87	Seren Hills .....	" 11 25
90 1/2	CLARE .....	arr. 11 30
	" .....	M., W., and Fri. p.m.
	" .....	dep. 12 7
93 1/2	Barinia .....	" 12 27
101 1/2	Milne .....	" 12 52
108	Andrews .....	" 1 18
115	SPALDING .....	arr. 1 35

Passengers change trains at Riverton.

UP.		
Miles.	Stations.	Mixed Tu., Th., and Sat.
—	SPALDING .....	dep. p.m. 12 45
7	Andrews .....	" 1 12
13 1/2	Milne .....	" 1 38
19 1/2	Barinia .....	" 1 58
24 1/2	CLARE .....	arr. 2 15
	" .....	Daily 2 46
	" .....	dep. 3 0
28	Sereohills .....	" 3 17
33 1/2	Waterfalls .....	" 3 34
39 1/2	Auburn .....	" 3 44
43	Undalya .....	" 4 1
47 1/2	Rhyvie .....	arr. 4 13
52	Riverton .....	" 4 40
	" .....	dep. 4 40
115	ADELAIDE .....	arr. 7 7

Passengers change trains at Riverton.

F

MOONTA, KADINA, AND BRINKWORTH

WEEK DAYS.

Miles.	UP.		DOWN.	
	Stations.	Mixed Daily.	Stations.	Mixed Daily.
—	MOONTA	a m 7 50	BRINKWORTH	a m 11 50
—	Yelta	7 55	Condowie	11 50 p m
1 1/2	Cross Roads	7 58	Snowtown (b)	12 45
2	Paramatta	—	Barunga Gap	1 22
4 1/2	Warburto	—	Bute	2 2
10 1/2	Walleroo Jetty	—	Mona	2 15
11 1/2	Walleroo	8 21	Willamulka	2 35
—	Walleroo Mines	8 28	KADINA	2 57
16	KADINA	8 42	Walleroo	3 15
17	Walleroo	8 46	Walleroo Mines	3 21
26 1/2	Willamulka	9 12	Walleroo	3 33
32 1/2	Mona	9 28	Walleroo Jetty	—
35 1/2	Bute	9 42	Warburto	—
43 1/2	Barunga Gap	10 13	Paramatta	—
55 1/2	Snowtown	11 7	Cross Roads	—
60 1/2	Condowie	11 23	Yelta	—
63 1/2	BRINKWORTH (a) arr	11 45	MOONTA	—

(b) Passengers leave Adelaide at 7:31 a.m. for Snowtown, and there change for Kadina line.  
(a) Change here for Adelaide.

REFRESHMENT STATION—BRINKWORTH.

- DO NOT travel First Class on a Second Class ticket.
- DO NOT travel beyond the station shown on ticket.
- DO NOT travel without a ticket.
- DO NOT travel with an out of date ticket.
- DO NOT refuse to show ticket promptly to the examiner.
- DO NOT carry merchandise as luggage.
- DO NOT damage or remove railway property.

PORT BROUGHTON AND MUNDOORA TRAMWAY.

DOWN—DAILY (EXCEPT SUNDAYS).

Miles.	Stations.	Passenger.
—	Pt. Broughton P.O.	a m 6 40
10	Mundoora	arr 8 0

UP—DAILY (EXCEPT SUNDAYS).

Miles.	Stations.	Passenger.
—	Mundoora	p m 5 10
10	Pt. Broughton P.O.	arr 4 25

EAST MOONTA AND MOONTA BAY TRAMWAY.

UP—MONDAYS TO THURSDAYS (INCLUSIVE).

Miles.	Stations.	a m	a m	p m	p m	p m
—	Moonta Bay	dep	11 40	—	—	—
2 1/2	Moonta	arr	12 0	—	—	—
—	Moonta	dep	10 0	12 3	1 5	2 0
4	East Moonta	arr	10 15	12 18	1 20	2 15

Stations.	p m	p m	p m	p m	p m	p m	p m	p m
Moonta Bay	dep	3 35	—	5 5	—	7 45	9 10	—
Moonta	arr	3 55	—	5 25	—	8 5	9 30	—
Moonta	dep	3 20	4 0	4 40	5 30	6 5	6 45	8 10
East Moonta	arr	3 35	4 15	4 55	5 45	6 20	7 0	8 25

DOWN—MONDAYS TO THURSDAYS (INCLUSIVE).

Miles.	Stations.	a m	p m	p m	p m	p m	p m	p m
—	East Moonta	dep	10 20	12 20	1 40	2 20	3 0	3 40
1 1/2	Moonta	arr	10 35	12 35	1 55	2 35	3 15	3 55
—	Moonta	dep	10 40	—	—	—	—	4 40
4	Moonta Bay	arr	11 0	—	—	3 0	—	5 0

Stations.	p m	p m	p m	p m	p m	p m	p m	p m
East Moonta	dep	5 0	5 45	6 25	—	7 10	—	8 55
Moonta	arr	5 15	6 0	6 40	—	7 25	—	9 10
Moonta	dep	—	—	—	6 40	—	7 25	—
Moonta Bay	arr	—	—	—	7 0	—	7 45	—

\* These cars run during Dec., Jan., and Feb. only.

10-Dec-1923

ADELAIDE, PORT AUGUSTA, Table 38— PORT AUGUSTA, ADELAIDE.

READ DOWN.			READ UP.		
Mon., Wed., Thur., Sat.	Express Fri., Sun.	STATIONS.	Mon., Wed., Thurs., Sat.	Mon., Wed., Thurs., Sat.	Express Fri., Sun.
7 15 a.m.	10 45 a.m.	ADELAIDE	7 34	7 50	—
Wed. only.	8 04	Quorn	dep. 9 03	10 17	—
8 30	8 45	Summit	arr. 8 15	10 07	5 47
9 53	8 25	Woolshed Flat	8 01	—	5 32
10 21	7 10	Saltia	7 34	9 26	5 05
10 36	7 23	Stirling	7 17	—	4 44
11 01	7 43	PT. AUGUSTA	6 49	—	4 15
11 14	7 55		6 35	8 27	4 00

1-Nov-1925

MARREE, OODNADATTA. Table 39. OODNADATTA, MARREE.

READ DOWN.	STATIONS.	READ UP.
Thursdays. a.m. 7 15	ADELAIDE	7 34 p.m.
arr. 8 04	Quorn	dep. 9 03
Thursday, Nov. 5th, thence fortnightly. dep. 7 30 p.m.		arr. 7 26 a.m. Weds. dep. 8 55 p.m. Tues.
arr. 6 26 a.m. Friday, Nov. 6th thence fortnightly. a.m. 7 30	MARREE	arr. 7 52
dep. 8 01	Marree	7 30
8 38	Callanna	6 37
9 08	Waugiana	6 05
9 35	Alberria Creek	5 25
10 30	Boppechee	4 32
11 16	Stuart's Creek	3 40
p.m. 12 01	Coward Springs	—
12 27	Beresford	2 58
12 58	Strangways Springs	2 28
2 16	Strapatana	1 58
3 07	William Creek	1 25
4 01	Anna Creek	11 58
4 57	Boorthanna	11 00
5 28	Edward's Creek	10 08
6 20	Warrina	9 35
6 54	Algebuckina	8 38
7 57	Mount Dutton	8 11
	OODNADATTA	7 00
		dep. a.m. Tuesday, Nov. 10th, thence fortnightly.

**PORT LINCOLN, THEVENARD.**  
**Table 40**  
**READ DOWN.**

**THEVENARD, PORT LINCOLN.**  
**Table 40**  
**READ UP.**

Mon. only.	Wed. only.	STATIONS.			
7 15	10 00	PORT LINCOLN	10 26	3 57	10 51
7 47	"	Duck Ponds	10 01	3 35	10 28
8 21	10 51	Coomunga	9 40	3 19	10 08
8 44	11 10	Psarlah	9 11	2 55	9 34
9 15	11 26	Wanilla	8 40	2 38	9 09
9 29	11 37	Warunda	8 21	2 26	8 44
9 54	11 51	Edilhie R	8 03	2 13	8 27
10 13	12 05	Pillana	7 37	1 58	8 01
10 30	12 19	Cummins R	7 15	dep 1 41	dep 7 39
12 34	"	"	5 55	arr 1 26	arr 7 21
12 48	1 03	Wildeloo	5 40	1 13	p.m.
1 03	1 17	Yeelanna	5 22	1 00	
1 17	1 29	Kaldow		12 41	
1 29	1 38	Karkoo		12 33	
1 38		Coemaba		12 23	
2 19		Toolgie		p.m.	
2 58		Warrachie		11 55	
3 22		Loek		11 01	
3 37		McLachlan		10 42	
4 08		Kopl.		10 24	
4 43		Warrambo		9 51	
5 16		Kyancutta R		9 25	
5 48		Wadiinna		8 53	
6 00		Pygery		8 19	
6 11		Pinbong		8 04	
6 30		Yaninee		7 53	
6 45		Poldiona		7 35	
7 30		Minnipa		7 19	
7 51		Coudada		7 05	
8 08		Ksroftaby		6 18	
8 45		Poochera		5 55	
9 02		Chandada		5 28	
9 22		Congena		5 09	
9 53		Yantamaby		4 49	
10 27		Wirrulla R		4 22	
10 53		Pimbaacla		3 52	
11 23		Nunjikompta		3 20	
11 46		Chinbingins		2 52	
Th. a.m.				2 24	
12 10		Puntapie		2 06	
12 29		Mudamuckla		1 42	
12 48		Chillundie		1 25	
1 09		Maltee		1 10	
1 27		Wandana		12 44	
2 04		Ceduna		12 14	
2 08		THEVENARD		12 02	
				p.m.	
				Frid. only.	
				s.m.	
				Sat. only.	
				Tues. only.	

To Mt. Hope. See table 42.  
To Kimba. See table 43.

From Mount Hope. See table 42.

From Kimba. See table 43.

a Stop if required. A sleeping car is attached to 10 00 a.m. train, Port Lincoln to Thevenard and 12 02 a.m. Thevenard to Port Lincoln, berth fee 12s.  
R REPRESENTMENT STATIONS—Edilhie, Cummins, Kyancutta, Wirrulla.



GRIFFITHS' CHOCOLATE HONEY CRUNCH in bars and loose.

**Table 52.**  
**EAST MOONTA AND MOONTA BAY TRAMWAY.**

READ DOWN.				Monday to Thursday (inclusive).				READ UP.							
STATIONS.															
MOONTA BAY															
MOONTA															
EAST MOONTA															
MOONTA BAY															
MOONTA															
EAST MOONTA															
Fridays only.															
MOONTA BAY															
MOONTA															
EAST MOONTA															
MOONTA BAY															
MOONTA															
EAST MOONTA															
Saturdays only.															
MOONTA BAY															
MOONTA															
EAST MOONTA															
MOONTA BAY															
MOONTA															
EAST MOONTA															
Sundays only.															
MOONTA BAY															
MOONTA															
EAST MOONTA															

Our name is behind all our productions—GRIFFITHS.

The BIG Store, "Where your money goes farthest."

15



**Table 50.**  
**GAWLER TRAMWAY.**

READ DOWN.				READ UP.			
Mondays to Fridays, Inclusive.							
a.m.	a.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.
7 38	8 25	8 56	12 10	1 46	4 04	5 10	5 48
7 52	8 38	9 08	12 24	1 04	2 00	4 18	5 23
STATIONS.							
Murray Street							
Gawler Station							
Mondays to Fridays, Inclusive.							
a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
8 24	8 55	9 30	12 45	1 23	2 24	4 44	5 44
8 11	8 45	9 15	12 30	1 09	2 10	4 30	5 30
Saturdays only.							
a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
8 24	8 55	9 30	12 45	1 23	2 24	4 44	5 44
8 11	8 45	9 15	12 30	1 09	2 10	4 30	5 30
Sundays only.							
Murray Street							
Gawler Station							

Down Trams after passing Perry & Co.'s Works will only stop at Institute, Prince Alfred Hotel, Lyndoch Road and Tramshed.



Table 16.

READ DOWN. ADELAIDE, WOLSELEY, MOUNT GAMBIER, AND BEACHPORT LINE. READ UP.

READ DOWN.		ADELAIDE, WOLSELEY, MOUNT GAMBIER, AND BEACHPORT LINE.		READ UP.	
Daily.	Thurs.	Tues.	Miles.		
7 45 a.m.	6 35 p.m.	6 35 p.m.	1. ADELAIDE .....	B	6 48
			13. Mile End (Passenger) .....		9 00
			" (Freight) .....		
7 53			24. Keswick .....		
			3. Goodwood .....		6 41
			34. Millswood .....		
			4. Unley Park .....		
8 01			44. Hawthorn .....		
			54. Micham .....		6 38
			57. Torrens Park .....		
			6. Clapham .....		
			7. Sleep's Hill .....		
			9. Eden .....		a
			114. Blackwood .....		a
			134. Belair .....		a
			184. Long Gully .....		6 10
8 45			18. Upper Sturt .....		
8 52			19. Mount Lofty .....		6 01
			20. Heathfield .....		
9 01			21. Aldgate .....		6 52
9 07			23. Bridgewater .....		6 42
9 16			27. Ambleside Railway .....		5 29
9 21			28. Balhannah .....		5 24
9 31	8 09	8 09	31. MT. BARKER JUNC. ....		7 29
9 40			35. Nairne .....		4 85
			45. Callington .....		4 09
10 13			51. BOWARTO SOUTH .....	R dep.	4 22
10 28	9 06	9 08	60. Murray Bridge .....	R dep.	4 03
10 40	9 25	9 25	" .....	arr.	3 50
10 56			68. Montefith .....		
11 06	9 49	9 49	75. TALLEM BEND .....	dep.	3 25
11 10	9 57	9 57	" .....	arr.	3 22
11 26			85. Cooke's Plains .....		3 07
11 42			95. Coomandook .....		2 51
11 51			99. Yumali .....		2 44
11 59			104. Ki Ki .....		2 38
12 14 p.m.			114. Coonslypo .....		2 29
12 29			124. Colbarras .....		2 04
12 40	11 17	11 17	131. Tullinnra .....		1 54
			137. Kumorra .....		
			142. Coomba .....		
			150. Renessla .....		
1 18	11 48	11 48	154. Keith .....		1 17
			162. Brimbaga .....		
1 43			170. Wieraga .....		12 53
			175. Cannawigara .....		
2 05	12 29 a.m. Fri.	12 29 am Wed.	183. Bordertown .....		12 31
2 19	12 43	12 43	arr. 191. WOLSELEY .....	a dep.	12 15
			" .....	arr.	11 55
2 40	1 10	1 10	196. Guston .....		11 45
2 51	1 27	1 27	205. Hangan .....		1 29
			216. Francis .....		
3 38	2 27	2 27	221. Bindoon .....		11 07
3 49	2 44	2 44	227. Kyrbollie .....		10 47
			233. Elvnam .....		10 35
4 01	3 00	3 00	arr. 240. NARACOORTE .....	R dep.	10 23
4 13	3 18	3 18	" .....	arr.	10 08
4 27	3 37	3 37	251. Struen .....		9 53
4 42	3 57	3 57	259. Glenroy .....		9 32
5 04	4 28	4 28	264. Coonawarra .....		9 15
5 21	4 53	4 53	270. Penola .....		9 04
5 32	5 11	5 11	278. Krongart .....		8 51
5 54	5 38	5 38	285. Kalangadoo .....		8 14
			288. Wapar .....		
6 23	6 23	6 28	292. Suttons .....		
			296. Wandilo .....		7 50
6 46	6 55	6 55	302. Mitchells .....		
7 0	7 29 arr.	7 20	306. MOUNT GAMBIER .....	dep.	7 30 a.m. Daily.
			" .....	arr.	7 16 p.m. Mon., Wed. Fri.
			808. MOUNT GAMBIER .....	arr.	16 00
			808. Compton .....		5 49
			810. Burnda .....		
			" Kelgt's Siding .....		
			816. Burrungule .....		5 14
			821. Holloway .....		
			825. Tansnoola .....		4 40
			828. Snogery .....		4 25
			841. Nangla .....		4 14
			arr. 834. Millicent .....	dep.	p.m. 4 00
			" .....	arr.	3 52
			889. Bannys .....		
			842. Rendselham .....		3 27
			856. BEACHPORT .....		p.m. 2 40
					15 31
					5 20
					4 58
					4 35
					4 23
					4 14
					4 00
					3 52
					3 27
					p.m. 2 40
					Wed. only.

NOTE: "Daily" means Mondays to Saturdays inclusive.





TABLE 13.

ADELAIDE, TALEM BEND, AND BARMERA.

READ DOWN.			READ UP.		
Mon., Wed., Fri.	Miles.	Stations.			
a.m.					
7 05	dep	ADELAIDE	R. arr	8 11	
		(See Table No. 7).			
9 59	arr	60 MURRAY BRIDGE	R. dep	5 18	
10 11	dep			5 04	
10 38	arr	74½ TALEM BEND	dep	4 40	
11 02	dep			4 15	
11 24		84½ Natari		3 54	
11 37		89 Kulde		3 42	
11 50		94½ Wynarka		3 28	
p.m.					
12 06		101½ Wingamin		3 11	
12 13	arr	105 KAROONDA	R. dep	3 03	
12 29	dep			2 47	
12 43		111½ Lowalide		2 35	
12 58		115½ Borrika		2 25	
1 05		120½ Kilpalle		2 14	
1 13		122½ Sandalwood		2 08	
1 25		127½ Halidon		1 54	
1 40		133 Mindarie		1 42	
1 53	arr	139½ WANBI	dep	1 28	
1 58	dep			1 16	
2 05		142½ Pitenge		1 10	
2 12		145½ Cobera		1 03	
2 24	arr	151½ ALAWOONA	R. dep	12 50	
2 34	dep			12 38	
2 47		157½ Malpas		12 25	
3 01		164½ Faruns		12 11	
				p.m.	
3 16		171½ Merihah		11 56	
3 31		178½ Nadda		11 42	
3 49		183 Taplan		11 31	
3 58		187½ Nangari		11 15	
4 11		191 Noora		11 02	
4 20		195½ Ingalla		10 52	
4 26		197 Talidra		10 46	
4 41		203½ Yamba		10 31	
4 49		208½ Wonuarra		10 24	
5 00		211½ Faringa		10 11	
5 14		213½ Remark		10 04	
5 25		217½ Calperum		9 43	
5 38		222 Springcart Gully		9 30	
5 52		225 Herri		9 21	
6 01		228½ Karoom		9 05	
6 05		229½ Glossop		9 00	
6 18		— Farmers Crossing		8 48	
6 20	arr	234½ BARMERA	dep	8 45	
				a.m.	

R Refreshment room station.



TABLE 14.

ADELAIDE, TALEM BEND, AND WAIKERIE.

READ DOWN.			READ UP.		
Mon., Wed., Fri.	Miles.	Stations.			
a.m.					
7 05	dep	ADELAIDE	R. arr	8 11	
		(See Table No. 7).			
9 59	arr	60 MURRAY BRIDGE	R. dep	5 18	
10 11	dep			5 04	
10 38	arr	74½ TALEM BEND	dep	4 40	
11 02	dep			4 15	
11 24		84½ Natari		3 54	
11 37		89 Kulde		3 42	
11 50		94½ Wynarka		3 28	
p.m.					
12 06		101½ Wingamin		3 11	
12 13	arr	105 KAROONDA	R. dep	3 03	
12 35	dep			2 27½	
12 58		111½ Mindiyarra		2 04	
1 17		116 Perponda		1 41	
1 35		119½ Kalyan		1 23	
2 00		124½ Goondooloo		12 53	
2 24		129½ Copeville		12 25	
				p.m.	
2 51		135 Kunlara		11 53	
3 15		139½ Galpa		11 25	
3 41		145 Marunda		10 57	
4 08		149½ Mantung		10 31	
4 23		154 Hillmanville		10 07	
4 41		157½ Maggea		9 55	
4 58		161½ Boolgun		9 31	
5 20		168½ Holder		9 05	
5 40		173½ Kanni		8 45	
5 55	arr	178½ WAIKERIE	dep	8 25	
				a.m.	

Tues.,  
Thurs.,  
Sat.

† Change trains. R Refreshment room station.

TABLE 15.

ADELAIDE, TALEM BEND, AND PEEBINGA.

READ DOWN.			READ UP.		
Mon.	Miles.	Stations.			
a.m.					
7 05	dep	ADELAIDE	R. arr	8 11	
		(See Table No. 7).			
9 59	arr	60 MURRAY BRIDGE	R. dep	5 18	
10 11	dep			5 04	
10 38	arr	74½ TALEM BEND	dep	4 40	
11 02	dep			4 15	
11 24		84½ Natari		3 54	
11 37		89 Kulde		3 42	
11 50		94½ Wynarka		3 28	
p.m.					
12 06		101½ Wingamin		3 11	
12 13	arr	105 KAROONDA	R. dep	3 03	
12 38	dep			2 30½	
1 06		110½ Nunkeri		1 50	
1 32		115½ Yurgo		1 25	
2 05		123 Marama		12 48	
2 33		129 Kulkami		12 16	
				p.m.	
3 10		135½ Mulpata		11 42	
3 39		142½ Wirba		11 05	
4 07		147½ Gurrui		10 42	
4 39		155½ Kaite		10 12	
5 09		162½ Kringin		9 44	
5 29		168½ Mootatunga		9 28	
5 48	arr	171 PEEBINGA	dep	9 10	
				a.m.	

Tues.

† Change trains. R Refreshment room station.



TABLE 16.

ADELAIDE, TAILLEM BEND, AND YINKANIE.

READ DOWN.				READ UP.			
Mon., Wed.	Miles.	Stations.					
a.m. 7 05	dep	— ADELAIDE	R. arr	p.m. 8 11			
		(See Table No. 7).					
9 59	arr	60 MURRAY BRIDGE	R. dep	5 18			
10 11	dep	"	arr	5 04			
10 36	arr	74½ TAILLEM BEND	dep	4 40			
11 02	dep	"	arr	4 15			
		(See Table No. 13).					
p.m. 1 53	arr	139½ WANBI	dep	1 26			
2 06	dep	"	arr	12 55			
2 27		144½ Glynas		12 39			
2 42		147½ Caliph		12 18			
				p.m.			
3 00		151½ Bayah		11 46			
3 13		154 Tuscan		11 26			
3 30		157½ Kooys		10 58			
3 44		159½ Wulka		10 36			
4 03		163½ Myra		10 29			
4 23		166½ Wappilka		10 13			
4 36	arr	170½ YINKANIE	arr	9 55			
				a.m.			
				Tues., Thurs.			

‡ Change trains. R Refreshment room station.

TABLE 18.

ADELAIDE, NARACOORTE, AND KINGSTON.

READ DOWN.				READ UP.			
Mon., Wed., Fri., Sat.	Miles.	Stations.					
a.m. 8 10	dep	— ADELAIDE	R. arr	p.m. 8 11			
		(See Table No. 7).					
10 36	arr	60 MURRAY BRIDGE	R. dep	5 18			
10 48	dep	"	arr	5 04			
		(See Table No. 8).					
p.m. 4 27	arr	239½ NARACOORTE	R. dep	p.m. 11 18			
4 45	dep	"	arr	11 04			
5 05		247½ Stewarts		10 22			
5 41		260½ Lucindale		9 50			
6 02		269 Avenue		9 25			
6 12		272½ Bull Island		8 15			
6 33		280½ Reedy Creek		8 55			
7 00	arr	292½ KINGSTON	dep	8 25			
				a.m.			
				Mon., Wed., Fri., Sat.			

‡ Change trains. R Refreshment room station.  
● Stop if required at authorized level crossings between Naracoorte and Kingston.

TABLE 17.

ADELAIDE, TAILLEM BEND, AND LOXTON.

READ DOWN.				READ UP.			
Mon., Wed., Fri.	Miles.	Stations.					
a.m. 7 05	dep	— ADELAIDE	arr	p.m. 8 11			
		(See Table No. 7).					
9 59	arr	60 MURRAY BRIDGE	R. dep	5 18			
10 11	dep	"	arr	5 04			
10 36	arr	64½ TAILLEM BEND	dep	4 40			
11 02	dep	"	arr	4 15			
		(See Table No. 13).					
p.m. 2 24	arr	151½ ALAWOONA	R. dep	12 50			
2 38	dep	"	arr	12 33			
3 01		154½ Wintrena		*			
		157½ Veitch		12 14			
				p.m.			
3 14		159½ Wilpy		11 56			
3 32		164 Pata		11 35			
3 52		168½ Tookayerta		11 11			
4 06	arr	173½ LOXTON	dep	10 50			
				a.m.			
				Tues., Thurs., Sat.			

\* Stop if required to pick up or set down passengers. ‡ Change trains.  
R refreshment room station.

TABLE 19.

ADELAIDE, WANDILO, AND GLENCOE.

READ DOWN.				READ UP.			
Sun.	Miles.	Stations.					
p.m. 8 45	dep	— ADELAIDE	R. arr	a.m. 7 44			
		(See Table No. 7).					
11 25	arr	60 MURRAY BRIDGE	R. dep	5 05			
11 40	dep	"	arr	4 50			
				a.m.			
Mon. 5 13	arr	239½ NARACOORTE	R. dep	Tues. 11 20			
		(See Table No. 8).					
5 25	dep	"	arr	11 02			
7 50	arr	305 MOUNT GAMBIEE	dep	8 45			
10 15	dep	"	arr	14 48			
10 49		296 WANDILO		4 20			
		300½ Medhurst		*			
11 22		302½ Malls		3 43			
11 34		304 Kirip		3 27			
11 41	arr	305½ GLENCOE	arr	3 10			
				p.m.			
				Mon.			

\* Stop if required to pick up or set down passengers.  
R Refreshment room station.



### TABLE 24.

#### ADELAIDE AND MOONTA, VIA HAMLEY BRIDGE AND BALAKLAVA. READ DOWN. READ UP.

Mon. to Fri.	Sat.	Mon. to Fri.	Sun.	Sat.	Sun.	Miles.	Stations.					
a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	dep.	— ADELAIDE R. . . . .	arr	p.m.	p.m.	p.m.	p.m.
—	—	—	5 25	6 00	7 05	1 1/2	North Adelaide . . . . .	—	1 40	9 52	—	—
—	—	—	—	—	b	2 1/2	Ovingham . . . . .	—	—	—	—	—
—	—	—	—	—	b	3	Dudley Park . . . . .	—	—	—	—	—
—	—	—	—	—	b	3 1/2	Islington . . . . .	—	—	—	—	—
—	—	—	—	—	b	4 1/2	Kilburn . . . . .	—	—	—	—	—
—	—	—	—	—	—	5 1/2	Tube Mills . . . . .	—	—	—	—	—
—	—	—	b	6 13	b	6 1/2	DRY CREEK . . . . .	*	9 38	—	—	—
—	—	—	—	6 21	b	11	Parafield . . . . .	—	—	—	—	—
—	—	—	—	—	—	11 1/2	Chidda . . . . .	—	—	—	—	—
—	—	—	—	6 25	b	12 1/2	SALISBURY . . . . .	*	9 28	—	—	—
—	—	—	—	—	—	13 1/2	Nurlutta . . . . .	—	—	—	—	—
—	—	—	—	—	—	17	Womma . . . . .	—	—	—	—	—
—	—	—	—	6 35	b	18 1/2	Smithfield . . . . .	*	a	—	—	—
—	—	—	—	—	—	21	Kudla . . . . .	—	—	—	—	—
—	—	—	—	—	—	23 1/2	Tambelin . . . . .	—	—	—	—	—
—	—	—	—	—	—	24	Para . . . . .	—	—	—	—	—
—	—	—	6 09	6 48	7 50	24 1/2	GAWLER . . . . .	*	9 07	—	—	—
—	—	—	6 21	7 01	8 02	30 1/2	ROSEWORTHY . . . . .	*	8 56	—	—	—
—	—	—	6 33	7 13	8 13	36 1/2	Wasleys . . . . .	*	8 44	—	—	—
—	—	—	6 52	7 36	8 35	44 1/2	HAMLEY BRIDGE . . . . .	12 29	8 30	—	—	—
—	—	—	7 05	7 51	*	51 1/2	Stockyard Creek . . . . .	12 17	8 07	—	—	—
—	—	—	7 12	7 58	8 58	54 1/2	Owen . . . . .	12 11	8 00	—	—	—
—	—	—	*	*	*	57	Woods . . . . .	*	*	—	—	To Gladstone
—	—	—	*	*	*	61 1/2	Ridgway . . . . .	—	*	—	—	9 10
—	—	—	7 34	8 20	9 16	66 1/2	BALAKLAVA R. dep	11 50	7 38	—	—	—
5 43	5 47	7 40	7 41	8 27	9 20	dep.	— Saints . . . . .	arr	11 46	7 36	7 09	9 06
5 52	5 56	7 50	7 50	8 36	*	71 1/2	—	—	11 38	*	*	8 58
5 59	6 03	7 57	7 57	8 43	9 36	arr.	75 1/2 BOWMANS R. . . . .	dep	11 30	7 20	6 54	8 50
6 11	6 15	8 45	8 07	8 53	—	dep.	—	arr	11 11	7 02	6 40	8 28
To Adelaide via Long Plains Table 22	To Adelaide via Long Plains Table 22	To Adelaide via Long Plains Table 22	8 21	9 08	—	82 1/2	Port Wakefield . . . . .	—	10 57	6 50	From Adelaide via Long Plains Table 22	From Adelaide via Long Plains Table 22
—	—	—	*	*	—	89 1/2	South Hummocks . . . . .	—	10 41	*	—	—
—	—	—	8 55	9 45	—	99 1/2	Melton . . . . .	—	10 16	6 15	—	—
—	—	—	9 08	9 57	—	105 1/2	Paskeville . . . . .	—	10 03	6 00	—	—
—	—	—	*	*	—	109 1/2	Thrington . . . . .	—	9 50	*	—	—
—	—	—	9 29	10 24	—	117 1/2	KADINA . . . . .	—	9 34	5 38	—	—
—	—	—	9 33	10 28	—	118 1/2	Wallaroo Mines . . . . .	—	9 27	5 33	—	—
—	—	—	9 44	10 39	—	123 1/2	Wallaroo . . . . .	—	9 17	5 22	—	—
—	—	—	*	*	—	129 1/2	Warburto . . . . .	—	*	*	—	—
—	—	—	10 03	10 57	—	133 1/2	Cross Roads . . . . .	—	8 55	5 00	—	—
—	—	—	*	*	—	133 1/2	Yelta . . . . .	—	*	*	—	—
—	—	—	10 07	11 02	—	arr.	134 1/2 MOONTA . . . . .	dep	8 50	4 55	—	—
									a.m.	p.m.	p.m.	p.m.
									Mon. to Fri.	Sun.	Mon. to Fri.	Sat.

\* Stop if required to pick up or set down passengers. † Change trains.  
 a Stop if required to set down passengers. b Stop if required to pick up passengers.  
 R refreshment room station.



**TABLE 25.**

**ADELAIDE, BUTE, AND MOONTA, VIA SNOWTOWN.**

READ DOWN.				READ UP.			
Sat.	Mon. to Fri.	Miles.	Stations.				
a.m. 7 00	a.m. 7 50	dep. —	ADELAIDE R. ....	arr	a.m. 11 45	p.m. 1 17	
			See Table No. 22				
8 54	9 47	arr. 63	BOWMANS R. ....	dep	10 08	11 27	
9 12	10 05	dep. —		arr	9 52	11 09	
†9 59	†10 59	arr. 89‡	SNOWTOWN .....	dep	9 03	10 23	
p.m. 12 34	p.m. 12 34	dep.		arr	†8 55	†10 10	
12 50	12 50	.... 96‡	Barunga Gap .....		8 42	9 57	
1 07	1 07	.... 104‡	Bute .....		8 15	9 30	
1 14	1 14	.... 107‡	Mona .....		8 03	9 18	
1 25	1 25	.... 113‡	Willamulka .....		7 48	9 03	
1 41	1 41	arr. 123	KADINA .....	dep	7 27	8 42	
1 44	1 44	dep. —		arr	7 24	8 37	
1 48	1 48	.... 124	Walleroo Mines .....		7 21	8 34	
2 06	2 03	.... 128‡	Walleroo .....	dep	7 07	8 20	
				arr	7 05	7 40	
*	*	.... 134‡	Warburto .....		*	*	
2 26	2 22	.... 138‡	Cross Roads .....		6 45	7 20	
*	*	.... 139‡	Yelta .....		*	*	
2 30	2 27	arr 140‡	MOONTA .....	dep	6 40	7 15	
					a.m.	a.m.	
					Sat.	Mon. to Fri.	

\* Stop if required to pick up or set down passengers. † Change trains.  
R refreshment room station.

**TABLE 26.**

**MOONTA AND KADINA.**

**DOWN.**

Stations.	Mon. to Fri.	Sat.	Mon. to Fri.	Mon. to Fri.	Sat.	Mon. to Fri.	Mon. to Fri.	Sat.	Sun.	Mon. to Fri.	Sat.
KADINA .....	a.m. 7 30	a.m. 10 56	a.m. 11 49	p.m. 1 44	p.m. 1 44	p.m. 4 50	p.m. 5 40	p.m. 6 30	p.m. 9 29	p.m. 9 33	p.m. 10 24
Walleroo Mines .....	7 34	11 00	11 54	1 48	1 48	4 54	5 44	6 34	9 33	9 37	10 28
Walleroo .....	7 45	11 09	12 02	1 59	1 59	5 05	5 54	6 43	9 42	9 46	10 37
Warburto .....	7 46	11 12	12 05	2 03	2 06	5 15	5 55	6 48	9 44	9 54	10 39
Cross Roads .....	*	*	*	*	*	*	*	*	*	*	*
Yelta .....	*	11 29	12 22	2 22	2 26	5 35	*	7 07	10 03	10 13	10 57
MOONTA .....	8 10	11 33	12 26	2 27	2 30	5 39	6 16	7 11	10 07	10 17	11 02

**UP.**

Stations.	Mon. to Fri.	Sat.	Mon. to Fri.	Sat.	Mon. to Fri.	Sat.	Mon. to Fri.	Mon. to Fri.	Sun.	Sat.	Mon. to Fri.
MOONTA .....	a.m. 6 40	a.m. 6 40	a.m. 7 15	a.m. 8 00	a.m. 8 50	p.m. 1 40	p.m. 3 30	p.m. 4 45	p.m. 4 55	p.m. 5 30	p.m. 6 20
Yelta .....	*	*	*	*	*	*	*	*	*	*	*
Cross Roads .....	*	6 45	7 20	8 05	8 55	1 45	*	*	5 00	5 35	6 25
Warburto .....	*	*	*	*	*	*	*	*	*	*	*
Walleroo .....	7 03	7 05	7 40	8 25	9 13	2 03	3 53	5 09	5 20	5 53	6 43
Walleroo Mines .....	7 04	7 07	8 20	8 30	9 17	2 06	3 57	5 15	5 22	5 56	6 45
KADINA .....	7 15	7 21	8 34	8 41	9 27	2 16	4 08	5 26	5 33	6 08	6 55
	7 18	7 24	8 37	8 44	9 30	2 19	4 11	5 29	5 36	6 12	6 58

\* Stop if required to pick up or set down passengers.





30-May-1954



TABLE 8.

ADELAIDE, TALEM BEND, WOLSELEY, SERVICETON, AND MOUNT GAMBIER.

READ DOWN.				READ UP.				
Mon. to Sat.	Mon. to Sat.	Daily, inc. Sun.	Sun., Tues., Thurs.	Stations.				
	8 10	7 00	8 45	dep. ADELAIDE R.	arr.	7 44	9 00	8 11
	11 11	10 08	12 03	741 TALEM BEND	dep.	4 25	5 47	4 40
	11 18	10 10	12 14	85 Conks Plains	dep.	4 17	5 35	4 32
	11 33	10 15	12 14	951 Commandook	dep.	4 17	5 35	4 32
	11 45	10 15	12 14	1041 Ki Ki	dep.	4 17	5 35	4 32
	11 58	10 15	12 14	114 Connellys	dep.	4 17	5 35	4 32
	12 05	10 15	12 14	124 Culburra	dep.	4 17	5 35	4 32
	12 19	10 15	12 14	131 Tattlers	dep.	4 17	5 35	4 32
	12 33	10 15	12 14	1371 Katarra	dep.	4 17	5 35	4 32
	12 48	10 15	12 14	1411 Coombe	dep.	4 17	5 35	4 32
	12 57	10 15	12 14	150 Banralla	dep.	4 17	5 35	4 32
	1 06	10 15	12 14	1541 Keith	dep.	4 17	5 35	4 32
	1 19	10 15	12 14	182 Brimbago	dep.	4 17	5 35	4 32
	1 29	10 15	12 14	1891 Wirree	dep.	4 17	5 35	4 32
	1 42	10 15	12 14	1871 Canawarra	dep.	4 17	5 35	4 32
	1 56	10 15	12 14	1821 Bordertown	dep.	4 17	5 35	4 32
	2 05	10 15	12 14	191 WOLSELEY R.	dep.	4 17	5 35	4 32
	2 28	10 15	12 14	191 WOLSELEY R.	dep.	4 17	5 35	4 32
	2 41	10 15	12 14	191 WOLSELEY R.	dep.	4 17	5 35	4 32
	3 50	1 12	3 31	1951 SERVICETON R.	dep.	2 40	3 50	12 30
	3 07	1 25	3 54	196 Custon	arr.	12 53	12 43	
	3 15	1 25	3 54	2051 Gargools	arr.	12 53	12 43	
	3 24	1 25	3 54	2151 Bannham	arr.	12 53	12 43	
	3 42	1 25	3 54	2211 Binnam	arr.	12 53	12 43	
	4 04	1 25	3 54	2321 Hyman	arr.	12 53	12 43	
	4 15	1 25	3 54	2391 NARACORTE R.	dep.	11 55	11 34	
	4 27	1 25	3 54	251 Struan	arr.	11 34	11 16	
	4 38	1 25	3 54	2591 Glenroy	arr.	11 34	11 16	
	4 55	1 25	3 54	2641 Conawarra	arr.	11 34	11 16	
	5 10	1 25	3 54	2681 Froala	arr.	11 34	11 16	
	5 23	1 25	3 54	2781 Krongari	arr.	11 34	11 16	
	5 38	1 25	3 54	2841 Kalabaradoo	arr.	11 34	11 16	
	6 05	1 25	3 54	2921 Stations	arr.	11 34	11 16	
	6 16	1 25	3 54	2981 Wandio	arr.	11 34	11 16	
	6 39	1 25	3 54	3041 MOUNT GAMBIER	dep.	9 10	9 05	
	7 03	1 25	3 54		arr.	8 40	8 40	

\* Stop if required to pick up or set down passengers.  
 † Stop if required on Monday, Wednesday, Friday, Sunday, to pick up passengers for Adelaide.  
 ‡ Stop if required on Monday, Wednesday, Friday, Saturday, to set down passengers from Adelaide.  
 § Stop if required to pick up passengers for eastern States.  
 ¶ Stop if required to set down passengers from eastern States.  
 †† Stop if required on Monday, Wednesday, Friday, Sunday, to set down passengers from Wolsley, Bordertown, and Keith, also to pick up passengers for Talem Bend, Murray Bridge, and Adelaide.  
 ††† Stop if required on Monday, Wednesday, Friday, Saturday, to set down passengers from Adelaide, Murray Bridge, and Talem Bend, also to pick up passengers for Keith, Bordertown, and Wolsley.  
 R Refreshment room station.  
 The lines between Naracorte and Mount Gambier are subject to alteration.

TABLE 9—continued

TARCOOLA, WOOMERA, WHYALLA, PORT AUGUSTA, PORT PIRIE AND ADELAIDE

To Adelaide	Sun. (e)	Mon. Thurs. (e)	Mon. Thurs. (e)	Tues. Wed. Fri. (e)	Wed. (e)
TARCOOLA	dep				
Whyalla					
Kingsoona					
Coonambie Homestead					
Wiramina					
PIMBA	arr				
WOOMERA	dep				
PIMBA	arr				
Wirappa					
Birthday					
Bookaloo					
Hesso					
Tent Hill					
PORT AUGUSTA	R arr				
WHYALLA	dep				
PORT AUGUSTA	R arr				
PORT AUGUSTA	R dep				
Stirling North					
Wainmowie					
Nectar Brook					
Mambray Creek					
Baroota					
Port Gezein					
PORT PIRIE	R arr				

See page 68 for explanation of symbols.

TABLE 9—continued

TARCOOLA, WOOMERA, WHYALLA, PORT AUGUSTA, PORT PIRIE AND ADELAIDE—continued

To Adelaide	Fri. (e)	Fri. (e)	Sat. (e)	Mon. Tues. Fri.
TARCOOLA	dep			
Whyalla				
Kingsoona				
Coonambie Homestead				
Wiramina				
PIMBA	arr			
WOOMERA	dep			
PIMBA	arr			
Wirappa				
Birthday				
Bookaloo				
Hesso				
Tent Hill				
PORT AUGUSTA	R arr			
WHYALLA	dep			
PORT AUGUSTA	R arr			
PORT AUGUSTA	R dep			
Stirling North				
Wainmowie				
Nectar Brook				
Mambray Creek				
Baroota				
Port Gezein				
PORT PIRIE	R arr			

See page 68 for explanation of symbols.

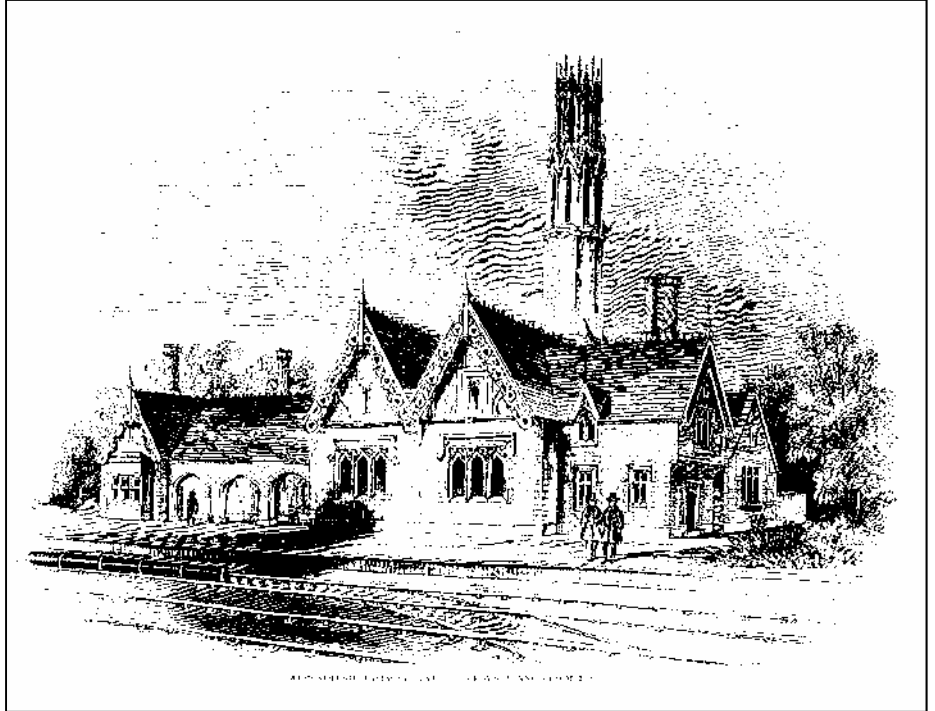
# Timetable for an atmospheric railway...

...Upon which the stationmaster at the next station drove the train by consulting his timetable. Text by GEOFF LAMBERT.

That early Victorian phenomenon, the atmospheric railway, did not last very long, not least because of the rotting of leather. This is a problem normally only faced by jungle bushwalkers but, in this case, affected trains because the leather was used to seal the pipe which provided the their motive power. The principle was to create a partial vacuum in a pipe that ran alongside the line, thus "sucking" along a plunger connected to the train. The troublesome leather was used to seal the slot through which the connection emerged. There were other atmospheric railways in which the train itself was the plunger, encased entirely within the pipe and the whole shebang was sucked or blown along.

A defining feature of these trains was that their movement was not under the control of a driver at all— he was able to brake the train, but he could not make it go. The man who made it go was the driver of the pumping engine at the station in advance. As these railways were built in the days before telegraphic communication, this man could not know when a train was ready to depart from the station in the rear towards his own. He had to consult his timetable and begin pumping at the minute the train was scheduled to depart from the preceding station.

Naturally this was a cause of trouble, not least because the train service was so often disrupted by the previously-mentioned leather problem. The South Devon Railway stated that the pumping effort was 9 times that originally estimated before the line was built.



**The train is not yet in sight, but its driver is inside the engine house, pumping up a vacuum for all he is worth— and hoping that his train is "in the pipe-line"**

In England, there were two prominent atmospheric railways operating on the independent pipe principle— the South Devon and the London and Croydon. Others, usually merely amusement railways or small freight lines, operated on the blowpipe principle. More operated on the Continent and in the U.S.A. Some blowpipe freight carriers lasted for a long time, but most lines were abject failures from the start. Shown here is the timetable for the South Devon's atmospheric section,

along what was to become the most photographed length of railway on the planet— squeezed between the cliffs and the sea near Dawlish.

Many and heart-felt thanks to Toby Burrows of the University of Western Australia, who retrieved this unique timetable for us from the University's microform copy of Bradshaw for 1843-1850, published by the Kress Library of the Harvard Graduate School of Business Administration.

Station	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	11.30	12.30
1304 YATTON, Clevedon June	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1305 CLEVEDON	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1306 BAWD	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1307 WESTON S. HARE (Dep.)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1404 HIGHERIDGE or. Brahan	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1405 BRIDGEWATER	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1406 TAUNTON	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1407 WELLINGTON	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1408 TIVERTON ROAD	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1409 COLLUMPTON	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1410 KEEL	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1411 KEEL	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
<b>SOUTH DEVON. FROM EXETER.</b>																								
2004 Exeter	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2005 Dawlish	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2006 TIGNMOUTH	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2007 NEWTON	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2008 TOTNESS	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

ABBREVIATIONS—d, indicates departure; o, arrival; od, arrival and departure.